

SECRET

15 January 1959

FILE ED-188B

## MEMORANDUM FOR THE RECORD

SUBJECT: Aircraft Equipment-Dispatching Conveyor (ED-188B), Trip Report

1. On 13 January, the undersigned accompanied with [ ] and [ ] visited [ ] to discuss the future status of the Aerial Dispatching Conveyor System. [ ] was represented by [ ]

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2. In view of the results obtained from the previous static test of the Conveyor System (Memorandum for the Record ED-188B, 29 December 1958), a new approach was decided upon to eliminate the existing discrepancies and finalize the Conveyor Design criteria. The continued development of the Conveyor System will be carried out in four stages with close supervision and guidance from TSS/ED and PP/Staff. An extension of time and money to Task 2, RD-155 will be necessary to continue the development program.

3. The first stage of the proposed development program will involve a reworking of the initial prototype system to accommodate all combinations of bundle configuration presently envisioned. These configurations, weights, and overall outside dimensions of the containers have been supplied to the contractor. In addition, slight modifications to the existing arrangement will be necessary to aid in the tracking ability, load stability, braking, and assembly-storage capability of the system. A complete refabrication of the system is not warranted for this stage of the program since only the functional aspects of the system are to be investigated.

4. The second stage of the program will be concerned with static testing the initial reworked prototype. If time and aircraft availability permit flight testing may be conducted; however, flight testing at this stage is not mandatory. From the results obtained during the second stage, final design features will be incorporated into a final prototype model. At present the dispatch velocity of the bundles has been finalized as 10 MPH, being an upper limit, in lieu of the previous 30 MPH limit which resulted in an overdesigned system.

5. The third stage will be a finalizing design and fabrication period in which a complete final light weight prototype will be manufactured. Upon entering this portion of the program, all future bundles and container combinations will have to be tailored to accommodate the Conveyor System. All basic design criteria must be finalized at the beginning of this stage and strictly adhered to.

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6. The fourth and final stage will consist of a static and flight trial prior to releasing for operational use. If during this stage minor changes are desired they will be incorporated as time permits and such changes noted on the final drawings and specifications for future fabrication.

7. The contractor was requested to submit at the earliest date proposals for the continued development of the Conveyor System. Completion of this program will insure the PP/Staff of having a reliable Conveyor System compatible with the inward opening cargo doors for the C-54 Aircraft, requiring a minimum of personnel for operation and allowing a maximum pay load per aircraft.

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